

***Flying Operations***

***FLIGHT MANAGEMENT***

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AFI 11-401, *Flight Management*, 6 January 1999, is supplemented as follows.

This supplement outlines Air National Guard (ANG) implementation of AFI 11-401, *Flight Management*. This supplement contains ANG-unique procedures for managing ANG Air Force flying resources and gives guidance that applies to administering flight management, aircrew training, and aircrew evaluation programs. It applies to all Air National Guard Flight Management Offices (FMO), commanders of flying units, and aircrew personnel. Send comments and suggested improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, through channels to HQ ANG/DO, Jefferson Plaza 1, 1411 Jefferson Davis Hwy, Arlington, VA 22202-3231. For the purpose of the basic instruction and this supplement, MAJCOM is understood to be ANG/DO. This document requires the collection and/or maintenance of information protected by the Privacy Act of 1974. The authorities to collect and maintain the records prescribed in this instruction are in Title 10 United States Code Section 8013 and 37 U.S.C. 301a. Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS), covers required information.

**SUMMARY OF REVISIONS**

This supplement incorporates ANG/DO approved guidance and procedures for orientation flights, flying with ANG units, processing Mission Essential Ground Personnel (MEGPs), publishing flight authorizations, support of HQ ANG staff flyers, ANG mission symbols, and managing non-productive aviators.

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**Chapter 1**

**RESPONSIBILITIES AND OBLIGATIONS, FLIGHT AUTHORIZATIONS, FOREIGN  
MILITARY FLYING, AND THE AIR FORCE AIRCREW RATION PROCESS**

- 1.3.1. (Added) (ANG) ANG/DO will:
  - 1.3.1.1. (Added) (ANG) Designate the operational supervisory RPI-6/8 positions that require active flying.
  - 1.3.1.2. (Added) (ANG) Incorporate ANG FCIF requirements into appropriate instructions.
  - 1.3.1.3. (Added) (ANG) Ensure that the proper Program Element Identifier (PEID), as provided by HQ USAF/XOOT in the foreword to the “PA” programming document, is sent to the proper base level offices for dissemination to aircrews.
  - 1.3.1.4. (Added) (ANG) ANG Unit Commanders will:
    - 1.3.1.4.1. (Added) (ANG) Stress flight discipline and schedule sorties to accomplish specific training requirements rather than merely accumulate total flying hours.
    - 1.3.1.4.2. (Added) (ANG) Ensure that every sortie is carefully planned, briefed, executed, and debriefed. Each sortie will have defined and measurable training objectives which the instructor/flight lead/aircraft commander will brief prior to the mission.
    - 1.3.1.4.3. (Added) (ANG) Ensure that individuals are in an approved pay status while performing in-flight duties, i.e. active duty, inactive duty, and air technician.
    - 1.3.1.4.4. (Added) (ANG) Ensure that aircrew members are notified in writing of their requirements at the

following intervals:

- 1.3.1.4.4.1. (Added) (ANG) At the beginning of the eligibility period for written and flight examinations.
- 1.3.1.4.4.2. (Added) (ANG) 120 days before physiological training expiration date.
- 1.3.1.4.4.3. (Added) (ANG) 120 days before expiration date of annual flight physical examinations.
- 1.3.1.4.4.4. (Added) (ANG) Ensure that individuals' flying unit aircraft are qualified and current in the weapons system being flown, have completed all necessary egress and emergency training, and have an official requirement to participate in the flight.
- 1.3.1.4.4.5. (Added) (ANG) Verification and certification of flying-related currencies with the individual's supporting flight management office is required for non-unit assigned flyers.
- 1.5.8. (Added) (ANG) Report to a flight surgeon for medical clearance to fly after an illness, injury, or medical treatment, which include use of medication which puts in question the aircrew member's fitness to fly.
- 1.5.9. (Added) (ANG) Attain the AF Form 702, **Individual Physiological Training Record**, and AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**, from the servicing Flight Management Office (FMO) prior to attending physiological training. Upon completion of physiological training, return both forms to the FMO office.
- 1.6.2. ANG members not on extended active duty will have prorated levels of flying time requirements. Use the current DoD Pay and Entitlements Manual to determine exact requirements based on members actual duty.
- 1.8. ANG units must use a flight authorization for multi-crew flights and fighter aircraft flights outside the local area. Local area fighter flights may be documented using a local flight log. Aeromedical Evacuation Squadron leadership may be designated as authenticating officials on separate flight authorizations including only AEF personnel.
- 1.8.1.6. (Added) (ANG) ANG units will use either their gaining MAJCOM flight authorization form, the NGB Form 41, (Attachment 12), or similar locally developed computer generated form for all multi-crew flights, and fighter aircraft flights outside the local flying area. Local flying with fighter aircraft may use a local flying log.
- 1.8.1.7. (Added) (ANG) Fighter units using a locally produced flight authorization form, will ensure that only pilots who are current and qualified for unsupervised flights in a particular aircraft will be placed in command of the aircraft or flight. In dual controlled aircraft, the pilot in command will be indicated by an "A" code on the flight authorization form. Flight leads will be annotated by a double plus (++), and the deputy flight leader by a single plus (+). Eligible pilots may alternate command responsibility on multiple flights or flights having intermediate stops, either as the designated lead for the flights or as the pilot in command for single seat aircraft.
- 1.8.1.8. (Added) (ANG) For missions that authorize two complete crews, an aircraft commander will be in command of each crew. Designate one as the operating crew and the other as the deadhead crew for specific route segments or to the mission turnaround point. Prepare a separate flight order and designate the operating segments for each crew.
- 1.8.1.9. (Added) (ANG) Normally, on standardization/evaluation flights the examinee, if qualified as a flight lead or aircraft commander, will be designated the pilot in command. However, pilot flight examiners will direct corrective actions when potentially dangerous conditions arise and will assume command of the aircraft/flight if the examinee's performance so warrants. When assuming command under the provisions of this paragraph, the IP/EP will notify the aircraft commander and all flight participants of the action and immediately assume responsibility for the mission.
- 1.8.1.10. (Added) (ANG) The following statement must be on the authorization form: "Personnel are subject to provision of the Uniform Code of Military Justice while performing this duty."
- 1.9.3.7 Attachment 9 contains ANG orientation flight approval procedures. All candidates must be within one of the categories listed in Attachment 9 of this instruction to be considered for approval.
- 1.9.3.7.1. For individuals not addressed in categories included in Attachment 9, submit full justification and flight details in a written request to ANG/DO for consideration.
- 1.9.3.7.3. Individuals participating in orientation flights conducted in fighter type (ejection seat) aircraft will first complete a medical questionnaire (Attachs 11 & !2), which will be reviewed by the unit flight surgeon.
- 1.10.1.3. Requests for operational support flying must be approved by ANG/DOO. Requests must include PAFSC and DAFSC along with complete justification for the individual to support a specific mission or flight. Approvals will not be blanket in nature.
- 1.10.1.5. Individual qualifications will be IAW applicable MDS training publications.
- 1.10.2.1. (Added) (ANG) Do not assign family members to airborne duty or as passengers on the same aircraft for a given mission, unless: The family members are spouses with no dependents; Are not the only surviving offspring of the same family or have submitted and received an approved request to perform duty on the same aircraft. A Family member is defined as a spouse, brother, sister, parent, or child. MAJCOMs are authorized to waive this prohibition

on a case-by-case basis. Case-by-case is defined as each set of family members being a case. A given message is defined as being the AFSC (members job) of the member.

1.10.2.2. (Added) (ANG) Under no circumstances will family members occupy duty positions on the flight deck on the same mission. However, those positions NOT located on the flight deck which have no control over the flight of the aircraft (i.e. non-rated and enlisted crew members) may be occupied (as a last resort) by relatives.

1.12.2.2.5. (Added) (ANG) Mission Essential Ground Personnel (MEGPs) may be included on the flight authorization form or placed on a passenger manifest. If placed on the flight authorization, separate the MEGPs from the basic crew by inserting a solid line and using a remarks code to identify the MEGPs.

1.12.2.2.6. (Added) (ANG) Aircraft commanders will ensure that MEGP personnel comply with anti-hijacking and security requirements.

1.19.2. ANG Flight Surgeon (RPI 5) limitations are established by ANG/DP. Flight Surgeon assignments will not exceed 150% within an organization.

## Chapter 2

### FLIGHT MANAGEMENT POLICIES

2.3.1. (Added) (ANG) Reference Table 2.5. Individuals assigned Flying Status Code “S” (Inactive – Nonperformance), will be evaluated prior to the 180th day following assignment of the “S” status. Squadron commanders will determine the individual’s potential for continued aviation service and will take one of the following actions:

2.3.1.1. (Added) (ANG) Immediately initiate retraining activities.

2.3.1.2. (Added) (ANG) Conduct a Flight Evaluation Board (FEB) IAW AFI 11-402.

2.3.1.3. (Added) (ANG) Reassign individual to a non-flying (RPI 0) UMD position.

2.3.1.4. (Added) (ANG) Separate / discharge.

2.3.2. (Added) (ANG) Units must provide ANG/DO written clarification on action taken prior to the 210th day point following assignment of the “S” code.

2.10. ANG flight surgeons assigned to units with fighter aircraft may accomplish their flying requirements in any DoD aircraft. Make every attempt to perform 50% of flight requirements in unit PAA or similar aircraft.

2.10.1. (Added) (ANG) Unit scheduling activities should make every effort possible to fly unit-assigned flight surgeons in unit aircraft when 2-seat models are available. If 2-seat models are not available or assigned, unit flight surgeons are encouraged to make arrangements to meet their flying requirements in other similar ANG units or in similar aircraft in other commands or military departments.

2.13.1.1. (Added) (ANG) A staff flyer is defined as an aviator assigned to HQ NGB, Air National Guard Statutory Tour Program, ANG/AFRES Test Center (AATC), or MAJCOM Staff Integrators who perform aeronautical duties with ANG units. staff flyers will comply with the following:

2.13.1.2. (Added) (ANG) Know flight currency requirements outlined in applicable ANG/AF/Gaining Command directives.

2.13.1.3. (Added) (ANG) ANG staff flyers entering the NGB statutory tour program will maintain their flight records at the Flight Management Office (FMO) closest to their duty assignment location. Those assigned to NGB Washington D.C or ANG Andrews AFB MD, will have their flight records maintained by the ANG FMO. All Individuals (both active duty and reservists) entering the NGB/ANG staff program will contact ANG/DOOS for assistance in assignment to a supervisory unit and instructions for staff flying.

2.13.1.3.1. (Added) (ANG) ANG/DOOS will provide the flyer with a “Letter of Attachment,” indicating the unit where the individual will perform the majority of his/her flying, and also identify the unit’s responsibilities for supporting the flyer.

2.13.1.3.2. (Added) (ANG) The individual will maintain Stan Eval and aircrew training records at the supporting host unit.

2.13.1.4. (Added) (ANG) Provide the Supervisory Unit with flight/training documentation as accomplished and/or requested.

2.13.1.5. (Added) (ANG) Satisfy and track training currency requirements IAW applicable directives.

2.13.1.6. (Added) (ANG) Aircrews will provide the Supervisor of Flying or Operations Officer of the supporting unit (unit providing sortie support) with documentation verifying currencies, egress training, flight qualification, medical clearance, etc., prior to performing aeronautical duties.

2.13.3.3. Not applicable to the ANG except for active duty rated officers assigned to RPI 8 positions assigned to NGB/HQ ANG positions. A valid AF Form 480 will be maintained by ANG/SM on all active duty AF RPI code 8 flying positions.

2.14. (Added) (ANG) If an individual in an RPI-6 or 8 position is assigned Flying Status Code (FSC) "K", a letter of explanation will be sent to ANG/DO for approval. Once approved, the letter will be kept on the left side of the Flight Record Folder (FRF) until the situation is resolved. Use of FSC "K" status will not be approved for long term periods or after completion of an MDS conversion. Letters will be maintained in the FRF as long as the individual remains in FSC "K."

2.15.6. (Added) (ANG) The following are guidelines for ANG "rated" general officers participating in indoctrination flying:

2.15.6.1. (Added) (ANG) All other general officers flying in indoctrination status and those wing commanders maintaining basic qualification or less, must fly with instructor pilots.

2.15.6.2. (Added) (ANG) General officer flying in single place aircraft is limited to CSAF, wing commanders, and MAJCOM director of operations. Wing commander general officers maintaining basic qualification in single seat aircraft require an instructor pilot in the flight. All general officers, other than wing commanders, must fly with an IP.

2.15.6.3. (Added) (ANG) The following is the ANG policy on general officer flying and personnel assigned to state headquarters positions and Headquarters Staff for the District of Columbia, Puerto Rico, the US Virgin Islands, and Guam.

2.15.6.3.1. (Added) (ANG) The Adjutant General (TAG), Assistant Adjutant General for Air, Chief of Staff, and ANG Assistant positions are assigned a RPI code 0. General officers assigned to these positions are authorized to fly in indoctrination status ONLY. THIS IS NOT WAIVERABLE. This paragraph pertains only to those officers who are Rated Air Force Officers.

2.15.6.3.2. (Added) (ANG) The State/HQs Staff Director of Operations position in Category A & B states is assigned an RPI code 8, while Category C states are assigned a RPI code 4 (with one exception as stated below).

2.15.6.3.3. (Added) (ANG) Colonels and below assigned to the State/HQs Director of Operations position in Category A & B states are authorized to fly in Basic Mission Capable(BMC) (fighters) or Basic Qual (FP) (heavies) status in one MDS within their state's control IAW the applicable aircrew training publication for the MDS being flown.

2.15.6.3.4. (Added) (ANG) Under no circumstances will individuals assigned to State Staff or NGB/ANG Supervisory (RPI 8) position be dual-qualified.

2.15.6.3.5. (Added) (ANG) General officers assigned to the State/HQs Staff Director of Operations position in Category C states are RPI code 8 and authorized to fly in indoctrination status ONLY.

2.15.6.3.6. (Added) (ANG) Exception: Colonels assigned to the State/HQs Staff Director of Operations position in Category C may continue to fly as an RPI code 8 until Federal Recognition as a general officer is granted. At which time, the position will be reverted to a RPI code 4, and the flyer must comply with paragraph 1.13.7.2.2.. Colonels in this position are authorized to fly in BMC (fighters) or FP (heavies) status in state assigned aircraft IAW the applicable aircrew training publication.

2.15.6.3.7. (Added) (ANG) All Wing commander positions are assigned an RPI code 6, and must be either MR or MC in the unit PAA (primary assigned aircraft), IAW the applicable aircrew training publication and this instruction.

2.15.6.3.8. (Added) (ANG) Full-time air commanders (GM-15), vice air commanders (GM-14) or air operations officers (GM-14), with an approved compatibility waiver, assigned to a State/HQs Staff General Officer position (other than The Adjutant General) may continue to actively fly until their technician status is terminated, Federal Recognition as a General Officer is granted, or up to 18 months, whichever occurs first. The General Officer position on the Headquarters' Unit Manpower document will reflect an RPI code 8 as long as the position is occupied by a colonel. Personnel assigned to these positions will fly only in MC Status, IAW applicable aircrew training publications.

2.15.6.3.9. (Added) (ANG) Pilots flying in an Indoctrination Status must be under the supervision of a fully qualified instructor pilot and may only occupy the rear seat of a fighter type aircraft, left seat for B-1B, C-130, KC-135 and the right seat of C-141, C-5 and OSA or as directed in appropriate regulations. Rated officers (other than pilots) must occupy a duty station compatible with their previous rated expertise under the supervision of an instructor of same rated expertise.

2.15.6.3.10. (Added) (ANG) Individuals must first successfully accomplish a bold face, critical action procedures (CAPS, SEPT as applicable) and receive normal/emergency procedures training in a simulator. If a simulator is not available, the Ops Group commander may substitute a cockpit procedural trainer or in-cockpit review session. This

training is good for 30 days from the date training was accomplished.

2.15.6.3.11. (Added) (ANG) Individuals must also complete orientation flight life support training, and aircraft systems training. This training valid for 180 days from the date training was accomplished.

2.15.6.3.12. (Added) (ANG) Individuals will have a current flight physical, AF Form 1042, and AF Form 702, as appropriate for the MDS.

2.15.6.3.13. (Added) (ANG) Pilots flying fighter or bomber type aircraft in indoctrination status will not control the aircraft during takeoff, air-to-air refueling, close formation, ACBT, actual air-to-air weapons delivery events, air-to-ground weapons delivery events, instrument approaches (when weather is less than 1500/3), low-altitude flying (below 1000 ft AGL), in-flight emergencies (actual or simulated), or during landing.

2.15.6.3.14. (Added) (ANG) Pilots flying any aircraft, other than fighter/bomber type aircraft, in indoctrination status will not control the aircraft during takeoff (when weather is less than 1500/3), air-to-air refueling (receiver only), close formation (including SKE), equipment/personnel delivery events, tactical low level, in-flight emergencies (actual or simulated), instrument approaches (when weather is less than 1500/3), or during landing.

2.15.6.3.15. (Added) (ANG) Indoctrination flyers (colonel and above) will log "OP (W/N)" flight authorization duty codes and "other" flight time on the AFTO 781. Indoctrination flyers (below colonel) will log "XP (W/N)" flight authorization duty codes and "other" flight time on the AFTO Form 781, **AFORMS Aircrew/Mission Flight Data Document**, Indoctrination flyers are not authorized to perform AFTPs.

2.16.5. (Added) (ANG) Units selected as "Supervisory Units" for NGB/HQ ANG staff flyers (see 2.13.1.1.) will perform the following flight management support responsibilities:

2.16.5.1. (Added) (ANG) Enter the staff flyer into the unit's AFORMS database either as a primary crew member or as a "dummy" attached flight record. As a minimum, the supervisory unit will maintain the individual's aircrew training and Flight Evaluation Folder (FEF).

2.16.5.2. (Added) (ANG) Record sorties, flight training events, and other requirements when accomplished and reported by the staff flyer.

2.16.5.3. (Added) (ANG) Monitor the staff flyer's requirements (currencies, physiological training, flight evaluation eligibility zones, etc.,)

2.16.5.4. (Added) (ANG) Provide flight records support.

2.16.5.5. (Added) (ANG) Provide currency/training information monthly, as a minimum, and additionally when requested by the staff flyer or HQ ANG/DO personnel.

2.16.5.6. (Added) (ANG) Provide currency/training information when requested by a representative of a unit where the staff flyer is requesting sortie support.

2.16.5.7. (Added) (ANG) Report attached flyers that do not meet minimum training requirements or fail to maintain currencies to ANG/DOOS on a monthly basis. If an FSC "K" is assigned then comply with paragraph 2.14.

2.16.5.8. (Added) (ANG) Budget, as necessary, to be able to issue and maintain life support and personal equipment for the staff flyer in accordance with ASC-016. Maintain the staff flyer's AF Form 538.

2.17.1. (Added) (ANG) The Operations System Manager will be the highest-ranking 1C072 assigned to the Operations Support Squadron. This person will be responsible for the accountability of the overall AFORMS data system. Due to the importance and responsibility of the HOSM position, individuals assigned to the 1C072 MSgt position will not be detailed to functions outside of the 1C0X2 career field. Agencies or activities including IG, Stan Eval, USPF&O, and Safety Accident Investigation Boards will direct inquiries concerning Individual Flight Records to the senior ranking 1C0X2.

2.19.2. Host support units will be responsible for providing life support training, Stan/Eval support, and personal equipment unless otherwise identified in the ANG/DO attachment letter.

2.19.3. (Added) (ANG) HQ ANG staff flyers assigned to the Washington Metropolitan Area will maintain their records at the ANGRC Flight Management Office (FMO). The Chief, Operations Support Branch will determine at what levels the host unit will support the staff flyer, and which flight documents will be maintained at the ANGRC FMO. Staff flyers assigned to other MAJCOM headquarters as staff integrators will coordinate their flight record custodial responsibility and flying support through the ANGRC/FMO.

2.20.1. With wing commander approval, Air Force and Air Force Reserve Command aviators may participate in flying activities to support unit training objectives, contingencies, or operational missions. Otherwise, flying with ANG units is restricted to aviators listed in para 2.20.1. Wing commanders will determine when unit familiarization flights by active duty crews are justified and required. Flying with ANG units will be on a non-interference basis only.

Active duty and Air Force Reserve Command aircrew members authorized to fly ANG aircraft in accordance with 2.20.1. may coordinate sortie support directly with unit. They must provide the supporting unit OG/CC with a

source for verifying currencies, egress training, flight qualification, etc., before flying. The supporting unit OG/CC is the final authority for determining when active duty and Air Force Reserve aircrew may fly unit aircraft.

2.20.3. All flying with ANG units will be on a non-interference basis and at the discretion of the wing commander and State Adjutant General.

2.20.4. Flying with ANG units for the sole purpose of continuation training is prohibited without concurrence from the individual's MAJCOM/DO and ANG/DO approval. Individuals approved for continuation flying will be listed on the ANG/DO homepage.

2.20.5. (Added) (ANG) ANG to ANG Interfly. ANG aircrews desiring to fly with other "like" ANG units must first coordinate and obtain approval from both OG commanders involved. Participation in flying must be in the interest of the government and support a defined operational or training mission.

### Chapter 3

#### FLIGHT DOCUMENTATION

3.1.2.1.1. All Individual Flight Records (IFRs) will be maintained in the Flight Management Office (FMO). The FMO must be located in an area which has low traffic, and securable when HOSMs are not present. Flight records will not be maintained in the command post or flight services/dispatch area.

3.3.2.5. (Added) (ANG) Boom Operators and Loadmasters are authorized to log secondary flight time when performing passenger or cargo (boom operators) duties.

3.3.3. Advanced Airlift Tactical Training Center (AATTC) instructors who are performing instructor duties on AATTC syllabus missions, may log instructor time in any C-130 MDS as long as they are actually performing instructor duties.

3.7.1. Individuals must be in an approved pay status in order to log any flying time on the AFTO 781.

### Attachment 1

#### GLOSSARY OF TERMS

##### *References*

DoD 4515.13R *Air Transportation Eligibility*  
 AFI 11-401 *Flight Management*  
 AFI 11-403 *Aerospace Physiological Training Program*

##### *Abbreviations and Acronyms*

AATC	ANG/AFRES Test Center
ACM	Additional crewmember
AEF	Aerospace Expeditionary Force
AFORMS	AF Operations Resource Management Systems
BMC	Basic Mission Capable
E	Examiner
FMO	Flight Management Office
EN	Evaluator Navigator
FRF	Flight Record Folder
FP	Fully Qualified
FTP	File Transfer Protocol
I	Instructor
ICAO	International Civil Aviation Organization
IFR	Individual Flight Records
IN	Instructor Navigator
MC	Mission Capable

MN	Mission Navigator
MR	Mission Ready
MEGP	Mission Essential Ground Personnel
ORI	Operational Readiness Inspection
PAA	Primary Assigned Aircraft
PEID	Program Element Identifier
SOF	Supv of Flight

## Attachment 2

## INSTRUCTIONS FOR USING AFTO FORM 781, AFORMS AIRCREW/MISSION FLIGHT DATA DOCUMENT

**Table A2.1. AFTO Form 781 entries according to TO 00-20-5.  
ANG MISSION SYMBOLS**

The following list is provided for quick reference. It is absolutely essential that the proper mission symbol and mission identifier is used on all flights on the AFTO 781. Due to frequent changes in mission requirements and ops tempo, the list below may not be inclusive of all special, immediate, or new missions. For the most current listing refer to the ANG File Transfer Protocol (FTP) Server.

These symbols may vary by aircraft type and unit even though the mission is the same. If the scheduled mission changes en route, aircraft commanders will use the most appropriate mission symbol for the sortie flown. Once the crew has returned to home station, the aircraft commander will coordinate with the unit scheduling office to ensure that the appropriate mission symbol was documented on the AFTO 781. This will be accomplished prior to processing AFTO 781 data into REMIS or AFORMS. Questions may be directed to the ANG Flying Hour Branch. (ANG/DOOS)

**BOLD Print Indicates Reimbursable Missions**

0 - ZERO

O - OH

A7NG	NASA SUPPORT
A7UG	UNSCHEDULED SEARCH & RESCUE
A7NG	NASA SUPPORT
A7SG	RANGE SUPPORT (Deploy/Re-deploy)
A7XG	SCHEDULED SAR EXERCISE (Deploy/Re-deploy)
<b>A79G</b>	<b>SOUTHERN WATCH – KC-135 AIR REFUELING (Employment)</b>
A7DG	SOUTHERN WATCH – KC-135 AIR REFUELING (Deployment)
A7RG	SOUTHERN WATCH – KC-135 AIR REFUELING (Redeployment)
<b>C2CG</b>	<b>NORTHERN WATCH (HC-130s, Fighters &amp; C-130 deploy/employ/redeploy KC-135 employ)</b>
<b>C2JG</b>	<b>JOINT FORGE</b>
<b>C2TG</b>	<b>PHOENIX TUSK</b>
<b>C2XG</b>	<b>ASSURED RESPONSE</b>
<b>C3AG</b>	<b>AUGMENTATION 98 GUARD AIRLIFT</b>
<b>C3AF</b>	<b>AUGMENTATION 98 GUARD REFUEL/DUAL ROLE</b>
C3AD	AUGMENTATION DEPLOY (KC135)
<b>C3AE</b>	<b>AUGMENTATION REDEPLOY (KC135)</b>
<b>C3DG</b>	<b>MAFFS – FIREFIGHTING IN INDONESIA</b>
C3NG	PHOENIX MERCURY
C3NF	PHOENIX MERCURY

<b>C4AG</b>	<b>NORTHEAST STORM RELIEF</b>
<b>C6SF</b>	<b>PHOENIX SCORPION II (AIR REFUELING/DUAL ROLE)</b>
<b>C6SG</b>	<b>PHOENIX SCORPION II (AIRLIFT MISSIONS CARRYING PAX &amp; CARGO)</b>
<b>C6SD</b>	PHOENIX SCORPION II (Deploy)
<b>C6SE</b>	PHOENIX SCORPION II (Re-deploy)
<b>C6WG</b>	<b>SOUTHERN WATCH (C-130 &amp; FIGHTERS) (KC-135 AIRLIFT)</b>
<b>C6WF</b>	<b>PHOENIX SCORPION (KC-135 AIR REFUELING/DUAL ROLE)</b>
<b>C6YF</b>	<b>PHOENIX SCORPION III (Air Refueling / Dual Role)</b>
<b>C6YG</b>	<b>PHOENIX SCORPION III (Airlift Missions Carrying Pax &amp; Cargo)</b>
<b>C6YD</b>	PHOENIX SCORPION III (Deploy)
<b>C6YE</b>	PHOENIX SCORPION III (Re-deploy)
<b>L2MG</b>	ATLAS HINGE
<b>L3HG</b>	TANDEM THRUST
<b>L4LG</b>	LINKED SEAS
<b>L6FG</b>	<b>BRIGHT STAR (CHANNELS FROM CAIRO, EGYPT TO RAMSTEIN, GERMANY)</b>
<b>L6JG</b>	<b>AMC INTRINSIC ACTION 97/98</b>
<b>L7PG</b>	NEW HORIZON-PANAMA '97
<b>L8EG</b>	ADVENTURE EXPRESS
<b>L8MG</b>	<b>MEDICARE '97 (PD BY AMC/SG)</b>
<b>L9WG</b>	<b>AMALGAM WARRIOR (AIRLIFT) DEPLOY/REDEPLOY ONLY</b>
<b>M10G</b>	<b>TWCF CHANNEL (CARGO ONLY)</b>
<b>M2LG</b>	<b>TWCF CHANNEL (PATIENTS ONLY)</b>
<b>M2PG</b>	<b>TWCF CHANNEL (PASSENGERS ONLY)</b>
<b>M20G</b>	<b>TWCF CHANNEL (PASSENGERS AND PATIENTS)</b>
<b>M30G</b>	<b>TWCF CHANNEL (CARGO AND PASSENGERS)</b>
<b>M40G</b>	<b>POSITIONING FOR TWCF CHANNEL</b>
<b>M50G</b>	<b>DEPOSITIONING FOR TWCF CHANNEL</b>
<b>M6AG</b>	<b>SAAM (AIRDROP)</b>
<b>M6BG</b>	<b>SAAM (POSITIONING/DEPOSITIONING)</b>
<b>M6CG</b>	<b>SAAM (ALL OTHER SAAM MISSIONS)</b>
<b>M6TG</b>	<b>SAAM TREATY SUPPORT MISSION</b>
<b>M7OG</b>	NONREVENUE SUPPORT
<b>M8AG</b>	JAATT (AIRDROP)
<b>M8BG</b>	JAATT (POSITIONING/DEPOSITIONING)
<b>M8CG</b>	JAATT (ALL OTHER MISSIONS)
<b>M8DG</b>	JAATT DUAL ROLE (TANKER-AIRLIFT/AIR REFUEL)
<b>M8EG</b>	JAATT DUAL ROLE (POSITIONING/DEPOSITIONING)
<b>M8GG</b>	JAATT MISSIONS (AIRLIFT ONLY)
<b>O10G</b>	COMBAT MISSION
<b>O20G</b>	COMBAT SUPPORT MISSION
<b>O2SG</b>	GUARD AIR REFUELING TIME
<b>O1AG</b>	COMBAT MISSION (AERIAL DELIVERY/RECOVERY OF AIRBORNE FORCES/EQUIPMENT, ORDNANCE EXPENDED, OR DIRECT EXPOSURE TO HOSTILE FIRE OCCURRED.)
<b>O2AG</b>	COMBAT SUPPORT MISSION (AERIAL DELIVERY/RECOVERY OF AIRBORNE FORCES/EQUIPMENT, ORDNANCE EXPENDED, OR DIRECT EXPOSURE TO HOSTILE FIRE OCCURRED.)
<b>02SG</b>	<b>COMBAT AIR REFUELING COMBAT SUPPORT TIME</b>
<b>O3AX</b>	FCF (162 FW – 148 FS AMERICAN)



O3AY	FCF (162 FW – 152 FS AMERICAN)
O3AZ	FCF (162 FW – 195 FS AMERICAN)
O3FH	FERRY AIRCRAFT TO DEPOT
O3LG	FERRY FLIGHT (OTHER THAN TO DEPOT)
O5RG	DIRECT TEST SUPPORT (DEFENSE SYSTEM EVALUATION (DSE)-150FW ONLY)
O50G	DIRECT TEST SUPPORT
O80G	FUNCTIONAL CHECK FLIGHTS
O8AX	FCF (162 FW – 148 FS AMERICAN)
O8AY	FCF (162 FW – 152 FS AMERICAN)
O8AZ	FCF (162 FW – 195 FS AMERICAN)
O90G	REAL WORLD OPERATIONAL RECONNAISSANCE
O9DG	RECONNAISSANCE FEDERAL COUNTER NARCOTICS
O9FG	<b>FLOWING PEN – SUPPORT 169 EIS (Employment Only)</b> <b>(FLOWING PEN) –Deploy &amp; Re-deploy Use T3FG)</b>
O9GG	AIR DEFENSE ALERT SCRAMBLES
O9PG	PACER COIN – FURBISH BREEZE (SOUTHCOM) (ACTUAL MISSION)
P2QG	CONTINUE HOPE
P5QG	<b>DELIBERATE GUARD/DECISIVE GUARD (ISTRES, FRANCE)</b>
P6FG	<b>FEDERAL COUNTER DRUG MISSION</b>
P6FL	<b>FEDERAL COUNTER DRUG MISSION (AIRLIFT)</b>
P6FR	<b>FEDERAL COUNTER DRUG MISSION (AIR REFUELING)</b>
P6SG	<b>STATE COUNTER DRUG MISSION</b>
P6WG	<b>WAVERIDER</b>
P9PG	<b>JOINT GUARD (193 SOG ONLY)</b>
T2AF	NGB APPROVED SYLLABUS TRAINING (173 FW)
T2AX	FORMAL MAJOR WEAPON SYSTEM TRAINING (162 FW – 148 FS AMERICAN)
T2AY	FORMAL MAJOR WEAPON SYSTEM TRAINING (162 FW – 152 FS AMERICAN)
T2AZ	FORMAL MAJOR WEAPON SYSTEM TRAINING (162 FW – 195 FS AMERICAN)
T2BF	OTHER RECOGNIZED SYLLABUS TRAINING (173 FW)
T2CF	PAYBACK FOR SYLLABUS SUPPORT (173 FW)
T2DF	UPGRADES FOR NON-STUDENT PILOTS (173 FW)
T2EF	SYLLABUS VALIDATION (173 FW)
T2IX	<b>FORMAL MAJOR WEAPON SYSTEM TRAINING (162 FW – 148 FS INTERNATIONAL)</b>
T2IY	<b>FORMAL MAJOR WEAPON SYSTEM TRAINING (162 FW – 152 FS INTERNATIONAL)</b>
T2IZ	<b>FORMAL MAJOR WEAPON SYSTEM TRAINING (162 FW – 195 FS INTERNATIONAL)</b>
T30A	AMALGOM WARRIOR (EMPLOY)
T30B	NGB DIRECTED BAND
T30C	NGB DIRECTED CIVIC LEADERS
T30D	STATE DIRECTED MISSION
T30E	NGB DIRECTED EMPLOYEE SUPPORT FOR GUARD & RESERVE (ESGR)
T30F	CORONETS
T30G	TRAINING
T30N	NIGHT VISION SINGLE SORTIES/SINGLE EVENT
T30M	NIGHT VISION MULTIPLE EVENTS
T30P	PARTNERSHIP FOR PEACE
T30Q	NON-PRODUCTIVE

T30R	AIR REFUELING
T30S	NGB DIRECTED SENIOR SERVICE SCHOOLS (CAP/ROTC)
T30T	NON-EFFECTIVE TRAINING
T30W	OVER WATER NAV TRAINING
T31A	BUSINESS EFFORT
T34G	EXERCISES
T35G	NORTHEAST DUTY TANKER
T37G	GLOBAL POWER
T38G	AMC MISSION SHORTFALL
T3AF	INSTRUCTOR CONTINUATION TRAINING (TACTICAL) (173 FW)
T3AH	AIR EVAC TRAINING
T3AX	OPERATIONAL TRAINING (162 FW – 148 FS AMERICAN)
T3AY	OPERATIONAL TRAINING (162 FW – 152 FS AMERICAN)
T3AZ	OPERATIONAL TRAINING (162 FW – 195 FS AMERICAN)
T3BF	INSTRUCTOR CONTINUATION TRAINING (NAVIGATION/INSTRUMENT PROFICIENCY) (173FW)
<b>T3DX</b>	<b>OPERATIONAL TRAINING (162 FW – 148 FS DUTCH)</b>
<b>T3DY</b>	<b>OPERATIONAL TRAINING (162 FW – 152 FS DUTCH)</b>
T3EF	SYLLABUS VALIDATION (173FW)
T3EG	DSE CT (150FW Only)
<b>T3FG</b>	<b>FLOWING PEN - IN SUPPORT OF 169 EIS (DEPLOY/REDEPLOY)</b>
T3GH	GUARDLIFT
<b>T3IX</b>	<b>OPERATIONAL TRAINING (162 FW – 148 FS INTERNATIONAL)</b>
<b>T3IY</b>	<b>OPERATIONAL TRAINING (162 FW – 152 FS INTERNATIONAL)</b>
<b>T3IZ</b>	<b>OPERATIONAL TRAINING (162 FW – 195 FS INTERNATIONAL)</b>
T3JG	AEGIS
T3LG	LOCAL PROFICIENCY FLIGHT
T3LL	LANDING ZONE TRAINING
<b>T3M</b>	<b>GREENLAND ICECAP (109 AW ONLY)</b>
<b>T3N</b>	<b>ANTARTICA DEEP FREEZE (109 AW ONLY)</b>
<b>T3NG</b>	<b>ANTARTICA DEEP FREEZE PROFICIENCY TRAINING (ACCOMPLISHED IN GREENLAND AND FUNDED BY NSF)</b>
T3PC	PACER COIN (TRAINING)
T3RE	ORE MISSION (ORGANIC)
T3RO	ORI MISSION (ORGANIC)
T3RS	ORI MISSION (SUPPORT)
T3RT	ORE MISSION (SUPPORT)
<b>T3RG</b>	<b>GEILENKIRCHEN SUPPORT (EMPLOYMENT ONLY) (LOG T30G FOR DEPLOY/REDEPLOY)</b>
T3SF	SENIOR SCOUT - IN SUPPORT OF 169 EIS
T3TH	TACTICAL AIRDROP TRAINING
T3TN	NAVIGATION TRAINING
T3TR	TACTICAL AIR REFUELING MISSIONS (EXCLUDING EXERCISE MISSIONS)
T3TS	TACTICAL SOLO (MISSION CREW ABOARD)
T3TT	TRAINING DEFENSIVE SYSTEMS
T3UG	UNIT DIRECTED MISSION
<b>T3UV</b>	<b>ANTARTICA DEEP FREEZE - PROFICIENCY TRAINING ACCOMPLISHED IN GREENLAND AS REQUIRED BY USAP (DIRECT FUNDING FROM NSF)</b>
T3XC	CROSS COUNTRY

T3XH	AMC OPPORTUNE CARGO
<b>T3ZS</b>	<b>CORONET OAK SHORT NOTICE MISSIONS (TASKED BY 24 OG/CC THROUGH CORONET OAK/CC)</b>
<b>T3ZG</b>	<b>CORONET OAK (EMPLOYMENT ONLY)</b>
T40F	FEDERAL FIRE FIGHTING
T40S	STATE FIRE FIGHTING
T4AF	SPECIAL MISSIONS (ORIENTATION FLIGHTS, FLY-BYS, ETC.)
T4MG	RELIEF MISSIONS
T4WG	FLOOD RELIEF
T5AF	OPERATIONAL MISSION SUPPORT
<b>T50G</b>	<b>GATE KEEPER</b>
<b>T5KG</b>	<b>KEFLAVIK ICELAND ALERT (F15 AND HC130 ONLY)</b>
T80G	TANKER TASK FORCE (INCLUDES KC-135 PARTICIPATION IN KEFLAVIK)
T8EG	EUROPEAN TANKER TASK FORCE
T9AF	MAINTENANCE SUPPORT (NOT INCLUDING FUNCTIONAL CHECK FLIGHT)
T9PG	PATRIOT MED-STAR (PATIENT MOVEMENT)
T9CG	PATRIOT MED-STAR (CARGO MOVEMENT)

Any additions or deletions to this list must be approved by ANG/DOOS.

**(Added) (ANG) Table A2.5. Life Support Training Event Identifiers.**

<b>Identifier</b>	<b>Description</b>
LS01	Local Area Survival
LS02	High Threat, Combat Survival Training (CST)
LS03	Water Survival School – WST
LS04	Aircrew Chemical Defense Training (ACDT)
LS05	Egress w/ACDE
LS06	Life Support Equipment (LSE) Training
LS07	Egress Training, Ejection
LS08	Egress Training, Non-ejection
LS09	Hanging Harness Training (HHT), Ejection
LS10	HHT, Non-ejection
LS11	Low Threat Combat Survival Training
LS12	HHT, w/ACDE
LS13	Helicopter Emergency Egress Training

**NOTE:** Actual requirements and frequencies are included in the appropriate aircrew training regulations.

Forms Prescribed:  
NGB Form 41

**PAUL A. WEAVER, JR.**  
**Major General, USAF**  
**Director, Air National Guard**

**DEBORAH GILMORE**  
**Chief**  
**Administrative Services**

## Attachment 9 (Added) (ANG)

### Orientation Flights

#### A9.1. Purpose:

A9.1.1. An orientation flight, as defined in DoD Regulation 4515.13R, is a flight in a DoD-owned aircraft performed within the unit's normal local flying area, starting and terminating at the unit's home base. An orientation flight may also be conducted in a deployed location providing all approvals are obtained prior to deployment. An orientation flight may be conducted to reward or motivate personnel, ensure a better understanding of a particular weapon system and its role in the ANG mission, or when a flight is determined to be in the best interest of the Air National Guard.

A9.1.2. The Orientation Flight Program is a valuable tool to the ANG and the Air Force. Public Affairs offices must be closely involved with the program to ensure that appropriate publicity be given to the program and that only authorized personnel are proposed to participate. No individual should participate in repeat orientation flights. Unit commanders must closely monitor the program to ensure that a balance exists between unit training priorities and the orientation flight program. Units will develop, execute, and track their own orientation flight programs.

A9.1.3. The Director of the ANG retains all waiver authority. Requests for waivers must be directed to ANG/DO.

A9.1.4. Definitions: There are four types of orientation flights.

Spouse Orientation Flights are for spouses of any ANG military personnel and are limited to tanker, transport, and rescue aircraft only. The program is designed primarily to increase family morale, favorably influence family members on career decisions by their spouses, and retain personnel in critical specialties. Approvals are handled within the state in accordance with this instruction.

Incentive Flights allow a commander to provide a visible reward for outstanding service to ANG military personnel assigned within the state and to motivate others to similar levels of performance. Approvals are handled within the state in accordance with this instruction.

Distinguished Visitor (DV) Flights allow commanders to display ANG aircraft to select individuals so they may gain a fuller understanding of our mission. Approvals require NGB action. See Attachment 9.

Familiarization Flights allow commanders to fully familiarize individuals with ANG aircraft and their specific missions. These individuals may have command or aviation related responsibilities, and may have a requirement to observe routine training missions. Depending on the candidate, some approvals require HQ ANG/DO action, see Table A9.1., others are handled within the state in accordance with this instruction.

#### A9.2. Request Procedures:

A9.2.1. The approval process consists of determining the most appropriate type of orientation flight applicable, drafting a request, obtaining required endorsements, and forwarding the request to the coordinating office. The coordinating office will obtain the approval and send it back to the requester. Orientation flights in fighter type aircraft require the completion of a medical questionnaire (Attachs 11, 12).

A9.2.2. The request must include the following items, as applicable:

Type of orientation flight requested (i.e. familiarization, spouse, DV, incentive)

Candidate's name, rank/civilian title, SSAN and job position

Candidates previous/current military flight rating, and the date and type of aircraft last flown as a crewmember (if applicable)

Whether or not the candidate will perform flight duties

Proposed flight information to include date, type of aircraft, seat position the candidate will occupy, takeoff and landing airfields, and mission profile.

A brief description of how the mission will benefit the ANG

Requester's name, and POC with DSN and commercial phone and fax numbers

A9.2.3. Approvals for spouse orientation flights, incentive flights and some familiarization flights are handled within the State. Obtain an endorsement from the State PA, then send the request to the Wing/Group/Air Commander who will, after granting his own endorsement, coordinate approval from the State Adjutant General.

**Note:** The Adjutant General can delegate the approval authority no lower than the Wing/Group/Air Commander.

A9.2.4. Approvals for distinguished visitor and some familiarization flights require NGB approval or action. Obtain

endorsements from the State public affairs office, the Wing/Group/Air Commander, and the State Adjutant General. Then send the request to the NGB coordinating office listed in Table A9.1., who will obtain approval from the required authority.

A9.2.4.1. Requests requiring NGB/CF or ANG/DO approval should be forwarded to the NGB a minimum of 10 workdays before the desired flight date.

A9.2.4.2. Requests that require Assistant Secretary of Defense, Secretary of the Air Force, or Chief of Staff of the Air Force approval should arrive at the NGB a minimum of 20 workdays prior to the desired flight date.

A9.2.4.3. Requests for flights involving waivers of policies stated within this instruction should arrive at the NGB a minimum of 20 workdays prior to the desired flight date.

A9.2.4.4.. Late requests will most likely not be approved due to lack of processing time.

**A9.3. General Policies.** The following rules apply to all types of orientation flights:

A9.3.1. The Commander of each flying unit is responsible for establishing specific flight profiles for all types of orientation flights they fly in accordance with this instruction. The unit will plan and execute low risk flight profiles.

A9.3.2. Some orientation flight recipients will not be physically or psychologically prepared for stress that can be encountered in flight, particularly if they are eligible for flight in fighter type aircraft. Flight profiles for these candidates should be less demanding, and depending on the candidate and the aircraft, far less demanding than normal mission training.

A9.3.3. Flight profiles for familiarization flights as opposed to the other three types of orientation flights may be more mission oriented and less restricted, and may include a full training mission profile, depending on the candidate.

A9.3.4. Flights will be scheduled so as not to interfere with programmed missions.

A9.3.5. The pilot in command must be experienced and MR/MC to perform the flight. The pilot in command will also be thoroughly familiar with orientation flight guidance to ensure that policy is strictly followed.

A9.3.6. Orientation flyers will fly as observers or passengers in passenger seating with standard restraint equipment. Orientation flyers will not occupy any seat from which the aircraft can be controlled, other than during the following situations:

No exceptions will be made for spouse orientation flights. Commanders will ensure that this is a specific item in the flight brief.

- Orientation flyers who are approved for flights in fighters will fly in the rear seat.
  - Orientation flyers in the B-1, may occupy the left seat for all phases of flight if approved by the wing commander, and the right seat is occupied by a current and qualified instructor pilot.
  - Military personnel, during non-critical phases of flight under ideal flight conditions, may move from passenger seating (aft station in B-1) and briefly control the aircraft from the right seat in airlift, tanker, and rescue aircraft, or left seat in the B-1. Similarly, during non-critical phases of flight under ideal flight conditions military personnel may briefly control the aircraft from the rear seat of fighter types.
  - Rated military pilots may control the aircraft during non-critical phases of familiarization flights from the left seat in airlift, tanker, and rescue aircraft; from left seat in B-1 aircraft, and the rear seat in fighter types. They may also control the aircraft from these same seats during critical phases of flight if the following requirements are met: An IP must occupy another seat from which the IP can fly the aircraft. The IP must first evaluate the orientation pilot's skills and ability to handle the aircraft. This must be done in a benign environment above 10,000 feet AGL for all aircraft except helicopters which must be above 2,000 feet AGL. The familiarization flyer must have completed a current Bold Face/CAPS, and normal/emergency procedures training in a simulator, if available, for the type aircraft to be flown.
  - Rated General Officer pilots may control the aircraft during non-critical or, if the requirements listed in the preceding paragraph are met, critical phases of flight from any seat including the aircraft commanders seat or the front seat in fighters. An IP must always occupy another seat from which the IP can fly the aircraft.
- A9.3.7. For orientation flights, critical phases of flight are: takeoff, instrument departures, air-to-air refueling, close formation, over-the-top aerobatics, ACBT, actual air-to-air weapons delivery events, air-to-ground delivery events (actual or simulated), instrument approaches, low-altitude flying, and landing.
- A9.3.8. All orientation flyers will receive appropriate life support, egress, and emergency procedures training prior to flight.
- A9.3.9. Simulated emergencies, to include no-flap landings and unusual attitudes, are prohibited unless the orientation is for a rated military flyer.

A9.3.10. Orientation flights above 18,000 feet in fighter type aircraft will require physiological training in accordance with AFI 11-403, *Aerospace Physiological Training Program*.

**A9.4. Policies for Incentive, DV, and Spouse orientation flights in airlift, rescue, and tanker aircraft.** Comply with all general policies plus procedures outlined in applicable 10 series instructions and PTOs for non-crewmember flights.

**A9.5. Policies for Incentive and DV Orientation Flights in fighter type aircraft.** Comply with all general policies plus:

A9.5.1. The flight will normally be a dedicated single ship mission. Target ships or formation flights are permissible when they serve the specific purpose of the orientation flight.

A9.5.2. With the exception of takeoff and landing, fly the mission above 1,000 feet AGL. ACBT and actual or simulated air-to-ground weapons delivery events are not authorized in fighter aircraft. Simulated level air-to-ground weapons delivery is authorized in B-1 above 1,000 feet AGL.

A9.5.3. Do not perform aerobatics unless requested by the passenger, and only then in a measured orientation context. Avoid abrupt, or unexpected maneuvers, excessive G-loading, and extended negative-G flight.

A9.5.4. Civilian and non-rated military personnel flying in orientation status, as a minimum, will have an interview with a flight surgeon prior to flight. This interview will include a review of the individual's medical history, and a discussion of the dynamics and potential stresses of flight in high performance aircraft. NGB/SG will coordinate on medical questionnaires.

A9.5.5. A cockpit familiarization will be accomplished.

A9.5.6. To reduce apprehension, the flight briefing will cover all aspects of the flight. The pilot should also give his passenger in-flight advisories to achieve the same objective.

A9.5.7. Download all weapons ordnance and mechanically safe all guns. Captive inert weapons and ordnance are authorized.

A9.5.8. Personnel will fly as OP(N)/XP(N) (if authorized by AFI 11-401).

**A9.6. Policies for Incentive and DV Orientation Flights in Bomber aircraft.** Comply with all general policies plus paragraphs A9.5.1., A9.5.2., A9.5.4, A9.5.5., A9.5.6., and A9.5.7. in this instruction.

**A9.7. Policies for Familiarization Flights in any type aircraft.** Comply with all general policies plus:

A9.7.1. Flights in fighter type aircraft will comply with paragraphs A9.5.3., A9.5.4., A9.5.5., A9.5.6. and A9.5.8. in this instruction.

A9.7.2 Flights in airlift, tanker, and rescue aircraft will comply with paragraphs A9.4., A9.5.5., and A9.5.6. in this instruction.

A9.7.3 Flights in bomber aircraft will comply with paragraphs A9.5.4., A9.5.5., and A9.5.6. in this instruction.

**Table A9.1. Incentive Flight Coordination.**

<u>SPOUSE ORIENTATION</u>		
CANDIDATES	COORDINATING OFFICE	APPROVAL AUTHORITY:
Spouses of military ANG members	Wing/Air Commander	State Adjutant General (Note 4)
<u>INCENTIVE FLIGHTS</u>		
CANDIDATES	COORDINATING OFFICE	APPROVAL AUTHORITY:
Military ANG members within the state	Wing/Air Commander	State Adjutant General (Note 4)
<u>DISTINGUISHED VISITOR FLIGHTS</u>		
endorsement required by State PA, Wing/Air CC, and TAG		
CANDIDATES	COORDINATING OFFICE	APPROVAL AUTHORITY:
Members of Congress & their Staff	NGB/PO thru SAF/LL	SECAF
Key Federal Officials (Note 1)	NGB/PA (Note: 5)	NGB/CF
State Officials	NGB/PA (Note: 5)	NGB/CF or ANG/DO
Foreign Military Personnel	NGB/ZI	NGB/CF (Notes: 2, 3)
Foreign Nationals	NGB/ZI	NGB/CF (Notes: 2, 3)
General Officers (Non-rated)	ANG/DOO	ANG/DO
News Media and Civic Leaders	NGB/PA (Note: 5)	ANG/DO
US Citizens	NGB/PA (Note: 5)	ANG/DO
<u>FAMILIARIZATION FLIGHTS</u>		
endorsement required by State PA, Wing/Air CC, and TAG		
CANDIDATES	COORDINATING OFFICE	APPROVAL AUTHORITY
Members of Congress & their Staff	NGB/PO thru SAF/LL	SECAF
Key Federal Officials (Note 1)	NGB/PA (Note: 5)	NGB/CF
State Officials	NGB/PA (Note: 5)	ANG/DO
Civilian contractors	NGB/LG	ANG/DO
Other US Air Force Aviators	Wing/Air Commander	Wing/Air Commander
UPT/UNT/UFT/CCTS Selectee(s)	Wing/Air Commander	Wing/Air Commander
AFROTC/AFA/USNA/CAP Cadets	Wing/Air Commander	State Adjutant General (4)
FAA/ATC	Wing/Air Commander	Wing/Air Commander
Other U.S. Military Aviators (Note 6)	Wing/Air Commander	Wing/Air Commander

**NOTES:**

1. Key US Federal government officials are those equivalent to a military rank of O-7 and above. For rank order, see flip.
2. Units deploying to an out-of-CONUS area desiring to offer orientation flights to foreign nationals will obtain NGB/CF approval prior to departing. The request will then be forwarded to the appropriate overseas commander for subsequent approval.
3. Disclosure considerations must be complied with in accordance with AFI 16-201. Request for flights by foreign national civilian or military will be info copied to SAF/IAWO.
4. The State Adjutant General may delegate this authority no lower than the Wing/Group/Air Commander.
5. NGB/PA certifies the individual meets all the requirements of the PA instruction.
6. May participate in full tactical missions providing appropriate MDS safety and egress training is accomplished within 48 hours prior to flight.

(Note): The offices listed under the column APPROVAL AUTHORITY is approval authority for the flight.



**Attachment 10  
(Added ANG)**

**Sample Letter: Request for Fighter Aircraft Orientation Flights**

**MEMORANDUM FOR: ANG/DO**

FROM: (Requesting Unit)

SUBJECT: Fighter Aircraft Orientation

1. Request orientation flight approval for the individual listed below. The following information is provided IAW AFI 11-401/ANG Sup 1.
  - a. (Individual's name, rank/civilian title, SSAN, age, and occupation)
  - b. (Proposed flight information: Date, type of aircraft, mission profile)
2. (Justification for request)
3. Prior to the orientation flight, it is necessary that the individual accomplish a medical survey to be completed by the individual's medical provider or unit flight surgeon when appropriate. The attached medical survey must be completed and provided with the orientation request. Additionally, the individual must receive life support and egress training within 48 hours prior to flight.
4. Point of contact at (supporting unit) is \_\_\_\_\_.  
DSN \_\_\_\_\_, DSN FAX \_\_\_\_\_.
5. Please fax request and medical questionnaire to ANG/DO, DSN 327-2873.

Requestor's Signature Block

1<sup>ST</sup> Ind, Wing/CC

2<sup>nd</sup> Ind, State TAG/PA (When Required)

Attachment:  
Medical Questionnaire

**Attachment 11  
(Added) (ANG)**

**ORIENTATION FLIGHT MEDICAL QUESTIONNAIRE**

The following medical questionnaire Figure A11.1. is being required for an orientation flight in a high performance fighter aircraft.

*A flight in a high performance jet may pose significant stresses on the cardiovascular system. For example, perfusion of blood to the brain may increase or decrease depending on the type of maneuver. Cardiac output will be reduced when pulling "G"s. Intrathoracic pressure is increased and may result some atelectasis in the base of the lungs, mildly reducing blood oxygenation. A valsalva straining maneuver, significantly increasing intrathoracic pressure, may be required. Although rare, cardiac arrhythmia may occur. There may be some pooling of blood in the legs, and if an anti-G suit is worn, calf pressure may be applied. The individual will be required to wear a helmet and oxygen mask causing some individuals to feel claustrophobic. Although highly unlikely to occur, an emergency ejection could result in injury to the spinal column or fractures to the extremities. Please consider the following questions in making a decision to recommend your patient for this ride:*

Figure A11.1. Medical Questionnaire.

	YES	NO
Does your patient have emphysema, asthma, significant pulmonary bleb formation, a history of lung surgery or other similar condition?		
Does your patient have a significant problem with cardiac output, or any ongoing coronary artery ischemia?		
Does your patient have a history of cardiac arrhythmia, or valvular, or structural cardiac problems of which you are aware?		
Does your patient have any significant carotid artery plaquing that you are aware of, history of transient ischemic attacks or cvas?		
Does your patient have any excessive risk for deep vein thrombosis of the leg or pelvic veins?		
Does your patient have significant osteoporosis, arthritis, or significant structural problems of the spine?		
Does your patient have any significant abnormalities of the neck, nose, mouth, throat, or ears that would interfere with wearing a mask or participating in a flight in a small aircraft?		
Is your patient on any medication that may influence heart rate or blood pressure?		
Does your patient have a history of motion sickness?		
Are you aware of other conditions which might adversely affect your patient if he/she were to fly in a high performance aircraft?		

**Certification:**

I have reviewed \_\_\_\_\_ medical records and/or interviewed him/her and see no reason why this individual would be at any excessive risk of a negative outcome by participating in a high performance flight in a military aircraft.

Signed \_\_\_\_\_ Degree \_\_\_\_\_ Specialty \_\_\_\_\_

Address \_\_\_\_\_

Phone number \_\_\_\_\_ Date \_\_\_\_\_

**Individual Certification:**

I agree with the above questionnaire, understand the medical risks involved in flight in a high performance aircraft and see no reason that I should be disqualified in doing so.

Signed \_\_\_\_\_ Date \_\_\_\_\_

## Attachment 12 (Added) (ANG)

### Instructions for Using NGB Form 41, Flight Authorization

A12.1. The NGB Form 41 may be computer generated or typewritten. Flight authorizations for commanders, ops officers, and Stan/Eval aircrew may be valid for more than one mission.

A12.1.1. Units may use small computers to prepare flight authorizations. For approval of any locally produced flight authorizations, send a copy of the proposed flight authorization to ANG/DOOS. The NGB Form 41 may be downloaded from the ANG/DO homepage via the Internet ([airguard.ang.af.mil/edo/doo/doots](http://airguard.ang.af.mil/edo/doo/doots)).

A12.1.2. When TDY orders directing individuals to perform specific crew duties are attached to and filed with the flight authorization, they are considered a part of the flight authorization. Crewmembers traveling in additional crewmember (ACM) status, may use a flight authorization to position or deposition for MAJCOM directed missions.

A12.1.3. Units may issue a single flight authorization for a series of flights (Coronets, ORIs, etc.) as long as there are no crewmember changes. Units must re-accomplish orders if there are any crewmember changes. Unit commanders will not authorize any crewmember to be on the flight authorization who is on leave, or who will enplane or deplane en route for leave purposes. No one in leave status can log flying time, perform aircrew duties, or travel in ACM/MEGP status on ANG aircraft.

A12.2. Instructions for preparing the NGB Form 41.

- Block 1 - PROCEED O/A: Date the flight is to depart .
- Block 2 - APPROX NO DAYS TDY: Enter the number days to be TDY to include travel time.
- Block 3 - FROM (Flight Origin): Use the International Civil Aviation Organization (ICAO) call letters followed by City/Town and State/Country.
- Block 4 - TO (Itinerary): Use the ICAO call letter for the mission turn-around point (furthest from departure point). For missions remaining in the local area enter "LOCAL"
- Block 5 - RETURN DATE: Self-explanatory. This date is for scheduling purposes only since mission requirements determine the actual mission return time. Do not use this date to direct the return of the mission or for per diem payment determinations.
- Block 6 - ACFT TYPE/NUMBER: Enter the type of aircraft used (MDS) and how many are traveling under this one flight order.
- Block 7 - CALL SIGN: Self-explanatory
- Block 8 - UNIT: Enter the unit (wing) with operational control of the mission/aircraft.
- Block 9 - Mission Statement and Mission Symbol: Enter the purpose of the mission; airlift, training, air refueling, etc then a slash follow by the mission symbol. The mission type may be abbreviated and two or more missions may be combined.
- Block 10 - SPECIAL INSTRUCTION: Self-explanatory.
- Block 11A - NAME: Enter last name, first and middle initial. Follow by rank, ssan, and security clearance.
- Block 11B - CREW POSITION: Enter up to four characters of each aircrew's certification code (individual's highest qualification). See the basis instruction (AFI 11-401) Table A.2.3.
- Block 11C - DUTY POSITION: Enter the duty position the individual will occupy during the mission. The duty position lets unit commanders limit the activities of their crewmembers. For example, if a crewmember is qualified as EN, the commander can designate them on the flight authorization as IN or MN. In this case, they can only log IN or MN time on the AFTO Form 781.
- Use the duty position of "E" (Examiner) or "I" (Instructor) only when scheduled to perform examiner or instructor duties. Log examiner or instructor time only while performing these duties. For line missions with fully qualified crews, commanders will limit instructor duties to those missions on which formal upgrade training is conducted.
- On the flight authorization, do not list individuals in a higher duty position than that for which qualified. If a crewmember will be acting in a higher qualified duty position for evaluation purposes, use remarks code "C" in accordance with Table A12-1.

- The number of individuals occupying any given duty position will be the minimum essential for mission accomplishment as determined by the unit commander. Do not use "X" (XP, XN, XF, etc.) for individuals qualified in the aircraft.
- Block 11D - UNIT: If an aircrew member is not from the unit publishing the flight authorization, enter their assigned or attached flying organization (e.g. 179AW).
- Block 11E - PAY STATUS: Optional. If used, enter the pay status the member is in during the mission, i.e. 1: Active Duty, 2: Inactive Duty (UTA, SUTA, RUTA), 3: AFTP, 4: Air Technician
- Block 11F - REMARKS: Explain codes developed to meet local needs in the remarks section. Units may overprint their code set, or a reference to the local publication containing them, on the reverse side of the flight authorization. As a minimum, designate the pilot in command of the mission. See Table A12.1. for ANG standard codes.
- Block 12 - REMARKS: Self-explanatory
- Block 13 - ACCOUNTING CLASSIFICATION: Use the appropriate accounting classification when using the flight authorization for per diem collection, AUTH: 37USC404(e). Otherwise, leave this section blank. Place appropriate TDY fund citation on the flight authorization. Flight authorizations may only be used by ANG units as travel orders if approved by ANG/FM.
- Block 14 - APPROVING OFFICIAL: Signature of individual approving use of accounting classification fund cite in Block 13. This block is only used when funds are obligated for the mission.
- Block 15 - DATE APPROVED: Self-explanatory
- Block 16 - AUTHORITY: Self-explanatory
- Block 17 - DESIGNATION AND LOCATION OF AUTHORIZING ACTIVITY: Enter issuing unit, base, and location.
- Block 18 - DISTRIBUTION: Minimum distribution is:
  - File copy (original).
  - Each crewmember - as required.
  - Each mission kit - as required.
  - Filed with mission flight plan (DD 175)
- Block 19 - SIGNATURE ELEMENT OF AUTHORIZING OFFICIAL: Self-explanatory. The unit commander will designate authorizing officials in writing. Those designated will be either in unit level command positions or be certified as a Supervisor of Flying (SOF). This signature authorizes the flight to take place. Separate flight authorizations may be generated by the Aeromedical Evacuation section for Aeromedical Evacuation personnel, and attached to the DD175 prior to flight services processing. Only designated AEF leadership may sign these flight authorizations as the authorizing official. Copies will be provided to the Flight Management Office.
- Block 21 - AUTHENTICATION NUMBER: Numbers will be in the following format: Four numbers, followed by a dash, followed by the fiscal year. Example: the first flight authorization published on 1 Oct 98 would be: 0001-98. Number flight authorizations sequentially beginning with the number 0001. Renumbering will begin on the first day of each fiscal year. Do not use separate numbering systems for local and line missions.

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**Table A12.1. ANG Standard Codes.**

A	In Command
B	Non-current
C	Acting in next higher qualification evaluation purposes
D	ACM status, not authorized to log flying time
E	Reserved for future use
F	First pilot qualified
G	Female crewmember
H	Instructor or evaluator candidate
I- Z	Unit developed (code may also contain numbers or symbols)

(Sample)

<b>FLIGHT AUTHORIZATION</b>					
<b>(The proponent is ANG/DOOS)</b>					
<p>Crew members and other personnel listed below will proceed in aircraft indicated and upon completion of mission, will return to proper station. Qualified aircrew members are authorized to perform FCFs at enroute stations where FCF personnel are not available. All officer crew members cleared for NATO CONFIDENTIAL as indicated. ARC personnel not on extended active duty are subject to the provisions of the Uniform Code of Military Justice while performing this duty. Additional Crew Member(s) (ACM) authorized IAW AMCR 55-1. Baggage allowance in excess of 66 pounds authorized when traveling as ACM. All travelers are directed to utilize government quarters/mess when available, provided utilization of these facilities will not have an adverse effect on their performance of the assigned mission. Persons listed below are authorized to carry concealed weapons upon presentation of current AF Form 523. Approval is granted to transit/terminate flights at U.S. military installations within the RPI. La persona a quien esta orden pertenezca esta autorizada por las autoridades militares competentes de los Estados Unidos De America para entrar a salir de Espana en mision oficial vestido de civil a militar.</p>					
1. PROCEED O/A: (Date)	2. APPROX NO. DAYS TDY: (Include travel time)	3. FROM: (Flight Origin)		4. TO: (Itinerary - List airfield names)	
5. RETURN DATE:	6. ACFT TYPE/NUMBER :	7. CALL SIGN:	8. UNIT:		
9. MISSION SYMBOL AND MISSION STATEMENT		10. SPECIAL INSTRUCTIONS (Remarks)			
VARIATIONS IN ITINERARY AUTHORIZED <input type="checkbox"/>					
<b>CREW INFORMATION</b>					
A. NAME/RANK/SSAN/SECURITY CLEARANCE: (Last, First and Middle initial,		B. CREW POSITION	C. DUTY POSITION	D. UNIT	E. PAY STATUS:
F. REMARKS					
12. REMARKS:					
<b>SUBMIT A TRAVEL VOUCHER WITHIN 5 WORKDAYS AFTER COMPLETION OF TRAVEL</b>					
13. ACCOUNTING CLASSIFICATION			14. APPROVING OFFICIAL (Title and Signature)		15. DATE
<b>TDN: FOR THE COMMANDER</b>			16. AUTHORITY		
17. DESIGNATION AND LOCATION OF HEADQUARTERS <b>DEPARTMENT OF THE AIR FORCE</b>			18. DISTRIBUTION:		
19. ORDER AUTHORIZING OFFICIAL (Title and Signature)			20. DATE ISSUED		21. ORDER NUMBER